

## *Flaming Geyser Bridge*

**King County, Washington**

Tim Hill

**King County Executive**

**Department of Public Works**

Paul Tanaka, Director

**Roads and Engineering Division**

Louis J. Haff, County Road Engineer

Bill Vlcek, Manager, Engineering Services Section

Mike Gillespie, Acting Design Engineer

Jerry Dahl, Acting Manager, Construction Services Unit

Wallace Ip, Bridge Engineer

Mark Madden, Acting Traffic Engineer

Bill Hoffman, Manager, Transportation Planning Section

Rod Matsuno, Acting Maintenance Engineer

Dave Crippen, Supervising Engineer

Larry Bishop, Materials Engineer

Bill Davies, Project Engineer

Glenda Phillips, Field Engineer

**King County Council**

Audrey Gruger District 1

Cynthia Sullivan District 2

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Larry Phillips District 4

Ron Sims District 5

Bruce Laing District 6

Paul Barden District 7

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Kent Pullen District 9

**State Legislature 31st District**

Senator Pam Roach

Representative Judi Roland

Representative Christopher Vance

**Washington State Parks and Recreation Commission**

Cleve Pinnix, Director

Tom France, Assistant Director

Kris Kauffman, Chief Engineer

Arnie Larson, Design Engineer

Frank Ray, Landscape Architect

Chair, Melvin D. Wortman

Queenie H. Allado

Glenna S. Hall

Bruce W. Hilyer

Bob Petersen

Anne Cox Preecs

Jack Shreve



### **Dedication**

The Flaming Geyser Bridge is dedicated to the people of Washington State and King County, to the indigenous people of this area whose roots and lives were intertwined with the life of the Green River, to the people today who come to the river and find peace and renewed life in the sparkling waters, and to those whose vision inspired the creation and construction of the new Flaming Geyser Bridge.

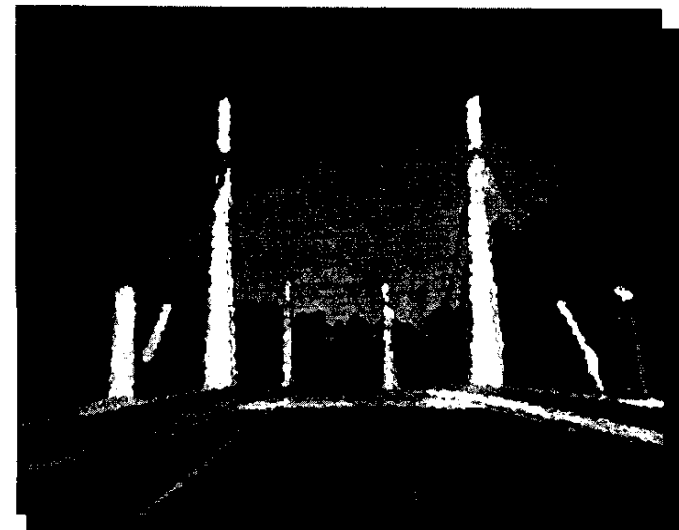
## **FLAMING GEYSER BRIDGE**

### **Dedication Ceremony**

**July 23, 1992**

**11:00 a.m.**

### **Green River Gorge State Park Flaming Geyser Recreation Area King County, Washington**



## Flaming Geyser Bridge

The recently constructed Flaming Geyser Bridge crossing the Green River is located in the 519 acre Flaming Geyser Recreation Area of the Green River Gorge State Park about six miles south of Black Diamond in southeast King County. Annually 500,000 visitors use the area's resources. On some weekends, the recreation area attracts more than 11,000 visitors.

Until recently, a narrow winding road and bridge served as access to the park. The one-lane 16'10" wide bridge was first constructed in 1912 and moved to that site in 1938. It was a Pratt Truss with a clear span of 133' and a 167' wood trestle approach constructed at about an 8 percent grade.

In recent years the old bridge (removed in the Spring of 1992) began to show signs that it could not keep up with the growing demands of park usage. In its last years it was carrying an average of 127,000 vehicles into the park each year. An average of six vehicle accidents occurred on the bridge annually. And, in 1983, when the decision was made to rebuild the bridge, it was concluded that a safer and more appropriate access to the growing urban park was needed.

In 1983, the King County Design Commission selected the bridge design team. The design/engineering team consisted of an engineer, an architect, a landscape architect and an artist/sculptor. The team was charged with the task of developing a proposal to improve both the bridge and the roadway as a single unit.

The challenge was unique: the final bridge design was to clear span the river, meet all county and state design standards, enhance and complement the park, separate vehicles from pedestrians, be in scale with the park, provide a strong link to tie both sides of the river, keep construction costs within reason while considering the aesthetics of the site and the long range master plan for the park.

The completed design and construction features a cable-stayed bridge (some say the shortest in the world) with a 230' main span and end spans of 66'. The 34' two-lane roadway surface is wide enough to serve bicycling enthusiasts and 5' sidewalks on both sides are provided for pedestrians. Bridge placement and steps allow easy access to the Green River. The symmetrical towers at each side of the river are cast-in-place concrete topped with stainless steel towers. The one-half mile winding landscaped approach road on a new alignment and stainless steel towers provide a suitable and dramatic gateway entry to the meadow and the park.

The Flaming Geyser Recreation Area is a local favorite and will continue to attract visitors, particularly those interested in participating in water-related recreational activities: rafting, swimming, canoeing, kayaking, and fishing. All who come to the area will appreciate how the new bridge contributes to the enjoyment of this natural outdoor setting.

## Flaming Geyser Bridge Dedication Ceremony

Thursday, July 23, 1992

11:00 a.m.

Master of Ceremonies

Louis J. Haff, P.E.  
County Road Engineer

Remarks

Tim Hill  
King County Executive  
Pam Roach  
State Senator, 31st District  
Bruce Hilyer  
Washington State Parks Commissioner

Ribbon Cutting

### The Flaming Geyser Bridge

The completion of the Flaming Geyser Bridge marks the completion of the sixth in a series of six bridges crossing the Green River that have been rebuilt or replaced in recent years. The Foster Bridge (56th Avenue South) in Tukwila was completed in 1985. It was a new bridge replacing one that collapsed in 1980. The Interurban Bridge (115th South Street) Tukwila was completed in 1989. It was a new structure replacing an old substandard structure. The Green River Bridge (83rd Avenue South) in Kent was a new structure completed in the summer of 1991. The Whitney Bridge west of the Flaming Geyser Recreation Area was also a new bridge completed in 1991. The Green River Gorge Bridge, a reconstruction of an historically important bridge, was open to traffic in October 1991.

### Design Team

Victor O. Gray and Company  
Entranco Engineers  
The Hastings Group  
Richard Haag and Associates

George Tsutakawa  
Hart, Crowder and Associates  
Shapiro and Associates

### Construction Contractor

Structures Inc.  
Cost, \$2,833,000

*Refreshments are provided compliments of Entranco Engineers.*